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May 7, 2007  
Paul Didelius  
1934 E. Isaacs Ave.  
Walla Walla, WA 99362

Secretary Vernon Williams  
US Surface Transportation Board  
395 E St. SW  
Washington, DC 20423

Mr. Williams,

I am writing in inquiry / comment regarding STB Docket No. AB-570 (Sub-No. 2X) Palouse River and Coulee City Railroad, Inc. - Abandonment Exemption - In Latah County, Idaho. My primary interest in comment is to request that the Board consider information available but not indicated in the referenced filing, related to pertinent issues in this case of corridor preservation / abandonment of main tracks without authority resulting in loss of rail line and service for Moscow, ID. I live in this region and both I and my company, Frontier Rail Corporation, want to see options preserved for future commercial rail transportation opportunities.

Neither I nor my company wishes to protest this abandonment of MP 85.91 to MP 86.11. However, as the application is currently structured, the rail corridor through the urbanized area of Moscow will not even be available for rail banking. The line was abandoned beyond MP 86.80 to MP 123.50 by BN in 1984. Recently the line was removed by PCC beyond MP 84.50 to 86.80 and subsequently redeveloped. Mileposts from the removed line are now located up to 86.11 at the current end of a parallel former UP line.

The issue here is the abandonment of a "gap" of main rail corridor beyond MP 86.11 to 86.80, through an urbanized area. This gap consists of approximately 0.70 miles regardless of the location of the current end of track residing on the former UP alignment or former BN. **Therefore, the abandonment of this section should be made official.** Furthermore, there is no route parallel to the mileage to be abandoned as is stated in the application; that line has already been removed and the mileposts relocated to the line to be abandoned.

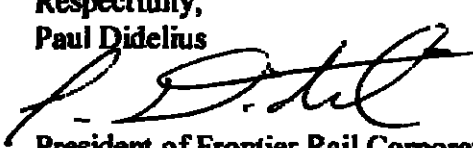
Finally, I submit the Board should recognize these issues as relevant and considerable given the rural economy of this area and the detrimental effect on rail shipping and commercial viability of shippers that has been made by PCC actions. An \$870 per car surcharge has resulted in cessation of shipping by all customers in this market, so in effect the line is closed to use.

In summary:

I request the Board investigate the previous removal of MP 86.11 to 86.80;

I request the Board require formal treatment of the abandonment of this section of main track.

Respectfully,  
Paul Didelius

  
President of Frontier Rail Corporation

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CC: Karl Morell